

Executive Summary

In May 1990, the Federal Aviation Administration (FAA), in cooperation with the National Park Service (NPS) and the Bureau of Land Management (BLM), issued the *Replacement Airport at Halls Crossing Final Environmental Impact Statement* (1990 Final EIS) for the development of a replacement airport for Halls Crossing Airport, which was located within the boundary of the Glen Canyon National Recreation Area (GCNRA). A Record of Decision was issued in August 1990 approving the development of what is now named the Cal Black Memorial Airport. Concurrently, the BLM approved an amendment of a land plan which allowed the conveyance of land to San Juan County for the construction of the new airport. In reaching its approval, the FAA determined that there would be a Department of Transportation (DOT) Section 4(f) (herein referred to as Section 4(f)) impact but that the impact did not represent a constructive use of Section 4(f) resources. The 1990 Final EIS noted that the new airport's effects would not be significant and would not impair the recreational experience of visitors to the GCNRA as a result of the new airport.

In 1990, the National Parks Conservation Association (NPCA)¹, et al.² brought suit concerning the adequacy of the 1990 Final EIS and the adequacy of the BLM plan amendment and land transfer process. In its July 7, 1993 decision, the U.S. Court of Appeals for the Tenth Circuit concluded that "the action of FAA approving the project based on a finding of 'no significant impact' and 'no significant adverse impact' [was] arbitrary and capricious." The court proceeding stated:

"We therefore REVERSE the BLM's plan amendment and the transfer of land. We REMAND for further proceedings to determine whether the land should be retained under BLM control and management or reconveyed to San Juan County under a newly proposed land use plan amendment. In the case of the FAA, the airport has already been built. This does not mean that a remand would be meaningless, however. On remand, the FAA should re-analyze the impact of the airport under section 4(f) and section 2208.³ The FAA may determine that it must make use of studies not utilized in the current FEIS. If a "significant" impact is found, section 4(f) and section 2208 require that all reasonable steps be taken to mitigate the damage or adverse impact. We therefore REVERSE the FAA's determination of no significant impact and REMAND to the FAA for further proceedings consistent with this decision."

In response to the court decision, on February 7, 2001, the FAA issued a Draft Supplemental EIS for public and agency review and comment. A Final Supplemental EIS was not issued. This Draft Supplemental EIS is a replacement for the 2001 Draft Supplemental EIS because of the passage of time, completions of actions of the BLM, and changes in FAA guidance. This new document is reliant in part on the methodologies specified in FAA's 2007 *Guidance on Procedures for Evaluating the Potential Noise Impacts of Airport Improvement Projects on National Parks and Other Sensitive Park Environments* (Guidance for Park-Related Supplemental Noise Studies).

This Draft Supplemental EIS addresses: (1) the measurement of actual aircraft noise levels; (2) an updated evaluation of existing and future aircraft noise levels using the FAA's 2007 Guidance for Park-Related Supplemental Noise Studies; (3) a Section 4(f) evaluation using the updated analysis; and (4) an analysis on potential cumulative effects. The BLM conducted their own environmental analysis for the plan amendment and transfer of land in the 2008 BLM Monticello Field Office Resource Management Plan.

Based upon the new analysis of aircraft noise exposure, the FAA reaffirms its conclusions that the construction of the replacement airport has not resulted in substantial increases in noise within GCNRA, and has not negatively affected visitor experiences in the park. On October 9, 2014 the US Department of

¹ Note: The title of the organization as documented in the 1993 United States Court of Appeals case *National Parks Conservation Association, et al. v Federal Aviation Administration, et al.*

² Other parties to the suit included the Southern Utah Wilderness Alliance, the Sierra Club, and Deborah L. Threedy.


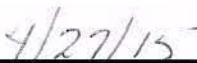
³ Note: In 1994, the provisions of the Airport and Airway Improvement Act of 1982 were codified in U.S. Code Title 49, chapter 471, subchapter I.

the Interior, National Park Service concurred with these findings, and on October 24, 2014 the Bureau of Land Management concurred with these findings (**Appendix D, Agency Coordination**). The revised analysis continues to show that the closure of the airport within GCNRA and the replacement airport at Cal Black Memorial Airport on land outside the park has reduced the overall aircraft noise level exposure to GCNRA, even though small parts of the park now experience higher aircraft noise. Furthermore, the replacement of Halls Crossing Airport at Cal Black Memorial Airport has not resulted in the use of resources protected under Section 4(f) and has not had any significant impacts. Thus, significant impacts to the visitor experience were not identified. (Note: through its 2008 Resource Management Plan,⁴ the BLM addressed its requirements).

A revised Draft Supplemental EIS for the *Replacement Airport at Halls Crossing* was published on December 12, 2014. The 45 day comment period included an opportunity to request a public hearing; however, no responses were received requesting a hearing. The following parties submitted comments to the FAA on the Draft Supplemental EIS during the comment period: US Department of the Interior, US Environmental Protection Agency, US Bureau of Land Management, and the National Parks Conservation Association.

An errata sheet was drafted to identify changes that were made to the Draft Supplemental EIS in response to comments received. Additionally, an appendix was added (Appendix J) to document each comment received, and FAA's response to each comment. These additional documents, in combination with a CD containing the Draft Supplemental EIS, constitute the Final Supplemental EIS for the *Replacement Airport at Halls Crossing*.

After careful and thorough consideration of the facts contained herein, and following consideration of the views of those Federal agencies having jurisdiction by law or special expertise on environmental impacts described, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969.

	
Signed	Dated

Department of Transportation
Federal Aviation Administration

FAA OFFICIAL:
Ms. Sarah P. Dalton

⁴ Bureau of Land Management Monticello Field Office, *Record of Decision and Approved Resource Management Plan* (November 2008).

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Errata Sheet for the Cal Black Memorial Airport Draft Supplemental Environmental Impact Statement

The comment period for the Cal Black Memorial Airport Draft Supplemental Environmental Impact Statement (Draft Supplemental EIS) was from December 12, 2014 to January 26, 2015. Based on comments received during this time, the FAA has made minor changes to the Draft Supplemental EIS before making its finding. According to FAA 5050.4B 1201(f):

“The responsible FAA official may use an errata sheet if document changes in response to comments are minor and address only the information noted in paragraphs 1201.d and e (40 CFR 1503.4(c)). The official should attach the errata sheet to the statement instead of re-writing the draft statement. In this case, the responsible FAA official must circulate only the comments, comment responses, and any changes to the FEIS.”

The following changes, listed according to where they appear in the Draft Supplemental EIS, present revisions to correct errors or respond to comments. Some references are repeated if they appeared in more than one place in the document.

Chapter 2, page 9, Section 2.1, last paragraph, fourth sentence: The sentence *“The area supports 80 mammal species, approximately 200 resident and transient bird species, and about 40 species of reptiles and amphibians”* was changed to read *“The area supports 80 mammal species, approximately 320 resident and transient bird species, and about 40 species of reptiles and amphibians.”*, as suggested by the National Parks Service.

Chapter 3, page 22, Section 3.2.1, second paragraph: The sentence *“As such, the noise monitoring data did not factor in the areas of higher ambient noise levels that occur on and around the lake, thereby making the average ambient noise levels generally more conservative”* was removed due to a typographical, duplicative error.

Chapter 3, page 46, Section 3.4.2.1, Ongoing Projects, Off-Road Vehicle (ORV) Management Plan at Glen Canyon National Recreation Area, second paragraph: Per request by the Department of the Interior, the sentence *“Impacted areas (i.e., along unpaved GMP roads) “could potentially experience a 3 dBA increase in natural ambient level due to motorized vehicle operations”* was changed to read *“Impacted areas (i.e., along unpaved GMP roads) could potentially experience a 3 dBA increase above the natural ambient level due to motorized vehicle operations.”*

Chapter 3, page 46, Section 3.4.2.1, Ongoing Projects, Air Tours, third sentence: The sentence *“The development of Cal Black Memorial Airport has not appeared to have affected the number of tours, as such tours are initiated for other nearby airports, such as Page, Arizona”* was changed to read *“The development of Cal Black Memorial Airport has not appeared to have affected the number of tours, as such tours are initiated from other nearby airports, such as Page, Arizona.”*

Chapter 3, page 46, Section 3.4.2.1, Ongoing Projects, Air Tours, fifth sentence: - The parenthetical clause *“(12 flights a day)”* was deleted from this sentence.

Chapter 3, page 47, Section 3.4.2.1, Ongoing Projects, Air Tours, second paragraph: The second paragraph on page 47 was replaced with the following text:

Primarily because of concern that noise from air tours over national park units could impair visitors' experiences and natural, cultural, and historic resources, Congress passed National Parks Air Tour Management Act of 2000 (amended 2012) (P.L. 106-181, Title VIII, hereinafter "Air Tour Act"). For those operators that apply for authority to conduct air tours over Glen Canyon, a voluntary agreement will be prepared per the requirements of NPATMA. A voluntary agreement with respect to commercial air tour operations over Glen Canyon is required to address the management issues necessary to protect the resources of such park and visitor use of such park without compromising aviation safety or the air traffic control system.

Chapter 3, page 48, Section 3.4.2.1, Reasonably Foreseeable Future Projects, Oral Rabies Vaccination Program EA: per request of the Department of the Interior, this section has been deleted from the document.

Appendix J, Responses to Comments on the Draft Supplemental Environmental Impact Statement: An additional appendix was prepared that contains the responses to comments received during the comment period on the Draft Supplemental EIS. This appendix also contains the actual comment letters received during the comment period.

Appendix J – Responses to Comments on the Draft Supplemental Environmental Impact Statement

APPENDIX J

RESPONSES TO COMMENTS ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

This appendix includes all comments received by the FAA during the Draft Supplemental Environmental Impact Statement (Draft SEIS) comment period which was open from December 12, 2014 until January 26, 2015. A response to each comment is also included in this appendix.

The following parties submitted comments to the FAA on the Draft SEIS during the comment period: US Department of the Interior, US Environmental Protection Agency, US Bureau of Land Management, and the National Parks Conservation Association. The comment and responses are listed below.

United States Department of the Interior (DOI)

Willie R. Taylor, Director, Office of Environmental Policy and Compliance

Comment DOI 1

The number of bird species known in the Glen Canyon NRA area is 320, not "approximately 200". Please change the number in this sentence from 200 to 320. (Page 9, Section 2.1)

Response DOI 1

Consistent with this comment, the text of the Final Supplemental Environmental Impact Statement is revised to state that the number of bird species known in the Glen Canyon NRA area is "approximately 320" per the comment from DOI.

Comment DOI 2

Apparent typo: The sentence "As such, the noise monitoring data did not factor in..." is repeated. Please delete one of the duplicated sentences. (Page 22, Section 3.2.1)

Response DOI 2

The duplicative sentence was removed from the Final Supplemental Environmental Impact Statement text.

Comment DOI 3

Off-Road Vehicle (ORV) Plan-The quoted Draft EIS sentence is in error and is expected to be corrected in the Final EIS. Technically, the natural ambient level does not include human-caused noise and would not be increased by motorized vehicle operations. We suggest a removal of quotes and change to "Impacted areas (i.e., along unpaved GMP roads) could potentially experience a 3 dBA increase above the natural ambient sound level due to motorized vehicle operations." (Page 46, Section 3.4.2.1)

Response DOI 3

The text was revised to say "Impacted areas (i.e., along unpaved GMP roads) could potentially experience a 3 dBA increase above the natural ambient sound level due to motorized vehicle operations."

Comment DOI 4

Air Tours: 4th line, change "for" to "from other nearby airports". Air tours over Glen Canyon are seasonal, so just including a daily average is misleading. Most of the air tours are conducted from May - Oct. and occur over Lake Powell. In addition, there are other air tours being conducted that fly across the NRA on their way to Tower Butte and Navajo National Monument, these are not including as a Glen Canyon air tour. NPS does not have information about how many are being conducted. Data is available from NPS on noise modeling of air tours if needed for this cumulative effects analysis. 2nd paragraph: NPATMA was amended in 2012, and a voluntary agreement may also be developed as an alternative to an air tour management plan. After the first sentence, please change to say is that operators applied for authority to conduct air tours over Glen Canyon. An air tour management plan or a voluntary agreement will be prepared per the requirements of NP A TMA. Suggest deleting everything else, as it is not relevant to this project and much of the information is out of date. (Page 46-47, Section 3.4.2.1)

Response DOI 4

In the first paragraph, the text was changed from "for" to "from" and the parenthetical clause stating the daily average of air tour flights was removed.

The second paragraph on page 47 was replaced with the following text: "Primarily because of concern that noise from air tours over national park units could impair visitors' experiences and natural, cultural, and historic resources, Congress passed National Parks Air Tour Management Act of 2000 (amended 2012) (P.L. 106-181, Title VIII, hereinafter "Air Tour Act"). For those operators that apply for authority to conduct air tours over Glen Canyon, a voluntary agreement will be prepared per the requirements of NPATMA. A voluntary agreement with respect to commercial air tour operations over Glen Canyon is required to address the management issues necessary to protect the resources of such park and visitor use of such park without compromising aviation safety or the air traffic control system."

Comment DOI 5

The text on the Oral Rabies Vaccination EA is mostly accurate, but the Department suggests that this paragraph be dropped for the following reasons:

1. The project has been on hold for some time because the project lead, USDA APHIS, had been redirected to do compliance on other higher priority APHIS projects;
2. This was a cooperative project, with APHIS preparing the EA in conjunction with NPS. The project has completed only the scoping; and
3. The application of oral rabies vaccination (ORVA) was for NPS lands within Arizona and New Mexico. In part because the ORVA project area is so far from the Cal Black Memorial Airport and the IAI, cumulative impacts are unlikely. (Page 48, Section 3.4.2.1)

Response DOI 5

The text discussing the Oral Rabies Vaccination EA was removed from the document per this comment.

Comment DOI 6

The Department is reiterating our request for addition of the following paper and a summary that would be added as Section F.4: Mace, Britton L., "Effects of overflights on the national park experience," Journal of Environmental Psychology, 35 (2013), 4 pp. 30-39. (Appendix F, Section F.4)

Response DOI 6

According to FAA policy and CEQ NEPA Regulations, 40 CFR 1502.21, a referenced document must be reasonably available to the public. Because this study is not readily available to the public at no charge, it was determined to not be reasonably available to the public, and therefore was not included in the document.

United States Environmental Protection Agency (EPA)

Philip S. Strobel, Acting Director, NEPA Compliance and Review Program, Office of Ecosystems Protection and Remediation

Comment EPA 1

The EPA provided scoping comments in a letter dated November 7, 2010. We are pleased that the FAA DSEIS includes a noise analysis of existing conditions, future conditions, and cumulative impacts from enroute noise and that this analysis includes a revisited prediction of air traffic based on actual levels of air traffic.

Response EPA 1

Comment noted.

Comment EPA 2

Based on our review, the EPA is rating the Draft SEIS action as "Lack of Objections" (LO). The "LO" rating means that the EPA's review has not identified any potential environmental impacts requiring substantive changes to the action alternatives. A description of EPA's rating system can be found at: <http://www.epa.gov/compliance/nepalcomments/ratings.html>.

Response EPA 2

Comment noted.

United States Bureau of Land Management (BLM)

Brian Quigley, Assistant Field Office Manager, Monticello Field Office

Comment BLM 1

The BLM has no comments on the Draft SEIS for Cal Black. Thank you for your work on this project.

Response BLM 1

Comment noted.

National Parks Conservation Association (NPCA)

Erika Pollard, Senior Program Manager, Southwest Region

Comment NPCA 1

We appreciate that one of the key factors analyzed in the DSEIS was noise impacts on visitors to Glen Canyon NRA from aircraft overflights.

Response NPCA 1

Comment noted.

Comment NPCA 2

From our current perspective, several decades after the original litigation in response to the proposal to move the Hall's Crossing airport, we are pleased with the level of analysis given to noise impacts and the effort to incorporate new information on how aircraft overflights can impact Glen Canyon NRA visitors.

Response NPCA 2

Comment noted.

Comment NPCA 3

The current and revised estimates for the number of flights in and out of the Cal Black airport paint a very different picture in terms of impacts on natural sounds than the estimates in the original EIS. Since the detailed analysis has shown that impacts on Glen Canyon NRA visitors from aircraft overflights in and out of the Cal Black airport have actually decreased following the relocation of the airport outside of the NRA, we have no further concerns at this time.

Response NPCA 3

Comment noted.

Comment NPCA 4

...as interest in air tours over Glen Canyon NRA and Rainbow Bridge National Monument continues to increase, we look forward to reviewing a voluntary agreement on air tour management between the National Park Service and the Federal Aviation Administration at some point in the future.

Response NPCA 4

The FAA and NPS and air tour operators are currently in the process of developing a voluntary agreement to manage air tours over Glen Canyon NRA and Rainbow Bridge National Monument. The agencies are required to provide an opportunity for public review of any proposed voluntary agreements.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

JAN 26 2015

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PEP/NRM

ER-14/0777

Ms. Janell Barrilleaux
U.S. Department of Transportation
Federal Aviation Administration
1601 Lind Ave. SW, Suite 315
Renton, WA 98057

Dear Ms. Barrilleaux:

The Department of the Interior (Department) has reviewed the Department of Transportation (DOT), Federal Aviation Administration Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation for the Cal Black Memorial Airport, Halls Crossing, San Juan County, Utah. We offer the following comments regarding the Section 4(f) Evaluation.

SECTION 4(f) EVALUATION COMMENTS

The Department would like to reiterate our position based on our letter sent on September 5, 2014.

The Section 4(f) Evaluation indicates that there are four properties eligible for consideration under Section 4(f) and that this project will not result in constructive use to these properties. After careful evaluation, the Department concurs that there will be no constructive use to these Section 4(f) properties because the quality, enjoyment, integrity, characteristics, and inherent values of these properties will not be substantially diminished by the increases or changes to noise resulting from overflights of these areas by aircraft using the Cal Black Memorial Airport.

Furthermore, the Department concurs that there is no feasible and prudent alternative to the selected action and that all measures have been taken to minimize harm to these resources.

GENERAL COMMENTS


Please see the enclosed spreadsheet.

Ms. Janell Barrilleaux

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We appreciate the opportunity to review this document. Should you have questions regarding these comments, please contact David Hurd, National Park Service, at 303-987-6705 or email at david_hurd@nps.gov.

Sincerely,


for

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

Enclosure

cc:

SHPO UT - Cory Jensen (coryjensen@utah.gov)
Tammy Whittington (tammy_whittington@nps.gov)
Melissa Trenchik (melissa_trenchik@nps.gov)
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Leah McGinnis (leah_mcginis@nps.gov)
Teresa Tucker (teri_tucker@nps.gov)
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Randy Stanley (randy_stanley@nps.gov)

Enclosure

Comment #	Page #	Section #	Specific Comments on the DOT FAA Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation for the Cal Black Memorial Airport
1	9	2.1	The number of bird species known in the Glen Canyon NRA area is 320, not "approximately 200". Please change the number in this sentence from 200 to 320.
2	22	3.2.1	Apparent typo: The sentence "As such, the noise monitoring data did not factor in..." is repeated. Please delete one of the duplicated sentences.
3	46	3.4.2.1	Off-Road Vehicle (ORV) Plan - The quoted Draft EIS sentence is in error and is expected to be corrected in the Final EIS. Technically, the natural ambient level does not include human-caused noise and would not be increased by motorized vehicle operations. We suggest a removal of quotes and change to "Impacted areas (i.e., along unpaved GMP roads) could potentially experience a 3 dBA increase above the natural ambient sound level due to motorized vehicle operations."
4	46-47	3.4.2.1	Air Tours: 4th line, change "for" to "from other nearby airports". Air tours over Glen Canyon are seasonal, so just including a daily average is misleading. Most of the air tours are conducted from May - Oct. and occur over Lake Powell. In addition, there are other air tours being conducted that fly across the NRA on their way to Tower Butte and Navajo National Monument, these are not including as a Glen Canyon air tour. NPS does not have information about how many are being conducted. Data is available from NPS on noise modeling of air tours if needed for this cumulative effects analysis. 2nd paragraph: NPATMA was amended in 2012, and a voluntary agreement may also be developed as an alternative to an air tour management plan. After the first sentence, please change to say is that operators applied for authority to conduct air tours over Glen Canyon. An air tour management plan or a voluntary agreement will be prepared per the requirements of NPATMA. Suggest deleting everything else, as it is not relevant to this project and much of the information is out of date.
5	48	3.4.2.1	The text on the Oral Rabies Vaccination EA is mostly accurate, but the Department suggests that this paragraph be dropped for the following reasons: 1. The project has been on hold for some time because the project lead, USDA APHIS, had been redirected to do compliance on other higher priority APHIS projects; 2. This was a cooperative project, with APHIS preparing the EA in conjunction with NPS. The project has completed only the scoping; and 3. The application of oral rabies vaccination (ORVA) was for NPS lands within Arizona and New Mexico. In part because the ORVA project area is so far from the Cal Black Memorial Airport and the IAI, cumulative impacts are unlikely.
6	Appendix F 4	F.4	The Department is reiterating our request for addition of the following paper and a summary that would be added as Section F.4: Mace, Britton L., "Effects of overflights on the national park experience," Journal of Environmental Psychology, 35 (2013), pp. 30-39.



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

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JAN 22 2015

Ref: 8EP-N

Ms. Janell Barrilleaux
Environmental Program Manager
Federal Aviation Administration Airports Division
Northwest Mountain Region
1601 Lind Avenue SW
Renton, WA 98057

Re: Cal Black Memorial Airport Draft
Supplemental Environmental Impact Statement,
CEQ#20140355

Dear Ms. Barrilleaux:

The U.S. Environmental Protection Agency Region 8 has reviewed the Cal Black Memorial Airport Draft Supplemental Environmental Impact Statement (DSEIS) and evaluation of Section 4(f) of the Department of Transportation Act of 1966, recodified at (49 U.S.C. § 303(c)), prepared by the Federal Aviation Administration (FAA). Our comments are provided for your consideration pursuant to our responsibilities and authorities under Section 102(2)(C) of the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4332(2)(C), and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609.

The DSEIS is not for a new development or project at the airport but is being prepared to address a decision issued by the U.S. Court of Appeals for the Tenth Circuit. In 1990, the FAA issued a Draft and a Final EIS for the development of a replacement airport for the Halls Crossing Airport, located within the Glen Canyon National Recreation Area (GCNRA). The FAA determined that no significant impacts would result from the new airport to the recreational experience of visitors to the GCNRA. The Cal Black Memorial Airport was constructed and opened in 1992. In 1993, the U.S. Court of Appeals for the Tenth Circuit remanded the EIS decision back to the FAA for further environmental analysis of aircraft noise impacts to the recreational use of public lands. The scope of the DSEIS and Section 4(f) evaluation is (1) the measurement of actual aircraft noise levels in GCNRA and visitor surveys, (2) an updated evaluation of existing and future aircraft noise levels, (3) a Section 4(f) evaluation using the updated noise analysis, and (4) an analysis of potential cumulative effects.

The EPA provided scoping comments in a letter dated November 7, 2010. We are pleased that the FAA DSEIS includes a noise analysis of existing conditions, future conditions, and cumulative impacts from enroute noise and that this analysis includes a revisited prediction of air traffic based on actual levels of air traffic.

Based on our review, the EPA is rating the Draft SEIS action as "Lack of Objections" (LO). The "LO" rating means that the EPA's review has not identified any potential environmental impacts requiring

substantive changes to the action alternatives. A description of EPA's rating system can be found at: <http://www.epa.gov/compliance/nepa/comments/ratings.html>.

Thank you for the opportunity to provide comments on the Cal Black Memorial Airport Draft SEIS. If you have any questions or would like to discuss our comments, please feel free to contact either me at 303-312-6704 or Dr. Angelique Diaz of my staff at 303-312-6344 or by email at diaz.angelique@epa.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "P. S. Strobel", with a long horizontal flourish extending to the right.

Philip S. Strobel
Acting Director, NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation



Jen Wolchansky

From: Janell.Barrilleaux@faa.gov
Sent: Friday, January 30, 2015 10:11 AM
To: Jen Wolchansky; Brad Rolf; Patricia.Deem@faa.gov; vigilante1@msn.com; Frank.Smigelski@faa.gov
Cc: John.Bauer@faa.gov; Carolyn.Read@faa.gov
Subject: FW: Cal Black Draft Supplemental EIS

FYI

Please consider the environment before printing this email

Janell Barrilleaux
Environmental Program Manager
FAA Airports Division
Northwest Mountain Region
1601 Lind Avenue SW, Suite 315
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(425)227-2611
janell.barrilleaux@faa.gov

From: Quigley, Brian [mailto:bquigley@blm.gov]
Sent: Friday, January 30, 2015 9:07 AM
To: Barrilleaux, Janell (FAA)
Subject: Re: Cal Black Draft Supplemental EIS

Janell,
The BLM has no comments on the Draft SEIS for Cal Black. Thank you for your work on this project.

On Thu, Jan 29, 2015 at 10:37 AM, <Janell.Barrilleaux@faa.gov> wrote:

Hi Brian,

Thank you very much for returning my call. I just wanted to confirm in writing for my record that BLM has no comments on the Draft SEIS for Cal Black – the comment period closed on 1/26/15. If you could respond to this email confirming this, that would be great.

Also, I am meeting with my internal project team to review the steps and process forward. I will be in touch to discuss with you shortly thereafter.

JB

Please consider the environment before printing this email

Janell Barrilleaux
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Brian Quigley
Assistant Field Office Manager
Bureau of Land Management
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Monticello, Utah
(435) 587-1503



January 23, 2015

Ms. Janell Barrilleaux
U.S. Department of Transportation
Federal Aviation Administration
1601 Lind Ave. SW, Suite 315
Renton, WA 98057

Re: Cal Black Memorial Airport Draft Supplemental EIS

Dear Ms. Barrilleaux,

Thank you for the opportunity to respond to the most recent Draft Supplemental EIS (DSEIS) for the Cal Black airport, which was a result of litigation brought by the National Parks Conservation Association in 1990. The mission of the National Parks Conservation Association (NPCA) is to “protect and enhance America’s National Park System for present and future generations.” Founded in 1919, NPCA has become the leading private voice for the parks working collaboratively with our members and partners to protect our national parks—America’s heritage—for our children and grandchildren to experience and enjoy. We are a national non-profit with headquarters in Washington, DC, and 24 regional and field offices across the country. Today, NPCA represents over one million members and supporters who care deeply about America’s shared natural and cultural heritage preserved by the National Park System.

We appreciate that one of the key factors analyzed in the DSEIS was noise impacts on visitors to Glen Canyon NRA from aircraft overflights. As you are well aware, the National Park Service (NPS) manages park units to protect natural, cultural, and historic sounds they consider fundamental to the purposes and values for which the parks were established. The NPS Natural Sounds Program mission is “...to protect, maintain, or restore acoustical environments throughout the National Park System.” Noise impacts the acoustical environment by obscuring the listening environment for both visitors and wildlife. An appropriate acoustical environment is also an important element in how we experience the cultural and historic resources in the national parks. Places of deep quiet are most vulnerable to noise. Therefore, wildlife in remote wilderness areas and park visitors who journey to these quiet places are likely to be especially sensitive to noise.

From our current perspective, several decades after the original litigation in response to the proposal to move the Hall’s Crossing airport, we are pleased with the level of analysis given to noise impacts and the effort to incorporate new information on how aircraft overflights can impact Glen Canyon NRA visitors. The current and revised estimates for the number of flights in

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and out of the Cal Black airport paint a very different picture in terms of impacts on natural sounds than the estimates in the original EIS. Since the detailed analysis has shown that impacts on Glen Canyon NRA visitors from aircraft overflights in and out of the Cal Black airport have actually decreased following the relocation of the airport outside of the NRA, we have no further concerns at this time.

However, as interest in air tours over Glen Canyon NRA and Rainbow Bridge National Monument continues to increase, we look forward to reviewing a voluntary agreement on air tour management between the National Park Service and the Federal Aviation Administration at some point in the future. Protecting the natural sounds of the Glen Canyon NRA backcountry will continue to be an important issue for NPCA and we will continue to engage as new information becomes available.

Sincerely,

A handwritten signature in black ink that reads "Erika Pollard". The signature is written in a cursive, flowing style.

Erika Pollard
Senior Program Manager
Southwest Region

Southwest Regional Office

307 West 200 South, Suite 5000 | Salt Lake City, UT 84101 | P 801.521.0785 | F 801.359.2367
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